GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated under the Federal law as a non-commercial institution for the increase of geographic knowledge and its popular diffusion.)

General Headquarters, Washington, D. C.

Contents for Week of December 9, 1935. Vol. XIV. No. 22.

1. Stratosphere Flight Sets New Altitude Record
2. Makale, Ethiopia's "Salt Seller," Again in Italian Hands
3. Helium, the Aristocrat of Gases
4. Aran Islands Fight the Sea
5. Corinth, City of Resurrections

Photograph by Richard H. Stewart

THEY HAVE BEEN HIGHER THAN ANY OTHER LIVING MEN

Captain Albert W. Stevens (in porthole) and Captain Orvil A. Anderson, commander and pilot of the National Geographic Society-Army Air Corps stratosphere balloon *Explorer II*, which last month soared to a new world's altitude record of 72,395 feet over South Dakota. The two flyers are wearing helmets loaned to them by the Rapid City High School football squad (See Bulletin No. 1).

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Stratosphere Flight Sets New Altitude Record

AFTER a wait of nearly six weeks for the proper weather, *Explorer II*, the 3,700,000-cubic-foot balloon of the National Geographic Society-Army Air Corps Stratosphere Expedition, rose from the Stratocamp in the Black Hills near Rapid City, South Dakota, at 7:01 a.m. Mountain Standard Time on November 11. Within less than five hours it established a new world record altitude mark, 72,395 feet above sea level.

Approximately three hours later, at 4:14 Central Standard Time (3:14 Mountain Time), the gondola came to earth so gently that none of the delicate instruments was injured. The balloon was under the command of Captain Albert W. Stevens, who also was scientific observer, and was piloted by Captain Orvil A. Anderson.

The weather was practically perfect for the flight. Although it was extremely cold at the Stratocamp on the night of the inflation—close to zero Fahrenheit—there was no wind to disturb the 2⅔ acres of cloth as it was lifted by helium above the inflation floor and held to earth by its tethering ropes.

Balloon in Air 8 Hours, 13 Minutes

The day of the flight was ideal. A snow storm 30 hours before the takeoff had cleared the atmosphere of all dust and there was not a cloud in the sky during the eight hours and thirteen minutes that the balloon was in the air.

The flight was significant in several ways. The balloon was the largest free balloon ever built and had such great lifting power that it was possible to send into the stratosphere the largest cargo of scientific instruments ever taken aloft. The 9-foot gondola in which the men and instruments were carried proved to be completely air-tight, and, despite the fact that it reached a region where the temperature of the air was 77.8 degrees below zero Fahrenheit, conditions remained comfortable inside the metal ball.

The flyers closed the two manholes and sealed themselves in at an altitude of about 16,500 feet. From that time until the balloon reached its ceiling and descended to about the 18,000-foot level, they were dependent on artificial air to keep them alive. This was furnished by an air-conditioning apparatus which released a mixture of liquid oxygen and liquid nitrogen. At the same time chemicals absorbed the carbonic acid gas and moisture breathed out by the men. The system worked so well that the flyers hardly noticed the difference when the manholes were opened, and natural air was admitted.

Landed Near White Lake, South Dakota

Although the temperature outside was bitter cold, the temperature inside the gondola never dropped more than 12 degrees below the freezing point Fahrenheit. Both Captain Stevens and Captain Anderson were dressed in heavy clothing and were comfortable throughout the flight. During this flight the balloon drifted southeastward from Rapid City, South Dakota, almost to the Nebraska line, then turned northeastward and came to earth about 25 miles east of the Missouri River near White Lake, South Dakota. It had covered an air-line distance from the Stratocamp of 225 miles.

The balloon was inflated with helium which has a lifting power slightly less than that of hydrogen: Helium was used because it can neither explode nor catch fire.

When they rose from the ground, the balloon and gondola, together with their loads of rope, ballast, men and instruments, weighed about 15,000 pounds. The gondola itself, built of a very light magnesium alloy, weighed only a little more than 600 pounds.

Films Will Tell Story of Flight

Inside the ball were a score or more of instruments, both for use in navigating the balloon and in obtaining scientific data about conditions in the stratosphere. Practically all of the instruments were equipped with automatic recording devices. Most of these worked by means of cameras which took pictures of instrument dials at intervals of from 15 seconds to a minute and a half.

More than 15,000 photographs were made during the flight. These films are now being developed in various scientific laboratories, and from them the detailed scientific story of the flight will be read. It is believed that when this scientific story is written it will add materially

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Photograph by A. W. Cutler

ALL OFF FOR INISHMAN

Treacherous reefs prevent the Galway steamer from approaching too closely, so native boats relay passengers and parcels to the lonely little Aran islands off the western coast of Ireland. Many visitors come from "outside," mainly archeologists, artists, and students of Gaelic. The frail boats, or *curraghs*, are made of a thin wooden framework covered with canvas and generously tarred. To launch one, boatmen must sometimes wait a solid hour for one minute of favorable current, all the while holding the boat overhead ready to lower it carefully among the rocks (See Bulletin No. 4).

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Makale, Ethiopia's "Salt Seller," Again in Italian Hands

AFTER forty years, Italian troops again occupy Makale, the salt center of Ethiopia. An Italian army captured Makale in 1894 and built fortifications there. Early in December, 1895, the garrison was surrounded and besieged for nearly a month by a much larger force of Ethiopians. Shortage of water and provisions finally forced the Italians to surrender.

The garrison, consisting mostly of native troops, was allowed to retire with all the honors of war after promising never to take up arms against the Ethiopians.

Pushing forward troops and trucks over hastily made muddy roads, Italian troops have advanced southward 55 miles from Aduwa to occupy Makale again. Since the city is the center for distributing salt, valuable both as a commodity and as currency in Ethiopia, it is a strategic point.

Irrigation Gives Makale a Beauty Treatment

Like Rome, Makale stands on a series of hills, at the crest of a mountain ridge, with a semi-circular "backdrop" of high mountains guarding it on the east, northeast, and southeast. From its beautiful location it looks out toward the hot, low Danakil country, with which it is constantly linked by salt caravans. It has been estimated that Makale could well support a permanent population of 15,000 people. It is one of the largest, busiest, and most pretentious settlements in the Ethiopian province of Tigre.

Makale is a collection of round native *tukuls,* or houses, scattered over hillsides, with a few outstanding landmarks, such as churches, the large market, and the large stone palace. Several native huts are frequently surrounded by a rough limestone wall inclosing a family's dwellings, live stock, and garden. Irrigation channels, crudely blocked by sods which can be removed to permit entrance of the water, supply gardens and lawns with sufficient moisture for flowers, a profusion of ferns, and some fruit trees, such as orange, lime, and lemon. Purple and yellow irises, forget-me-nots, and myrtle bushes attract butterflies and bright tropical birds, among them the large green and yellow pigeons. Larger gardens flourish along the mountainsides where the irrigation streams flow down.

Salt Supplies Flavoring and Finance

The chief source of civic pride is the palace, built by an Italian architect. It was constructed for King Johannes, during whose times Makale was used as the capital of the country. Strongly constructed of limestone blocks, the palace was also designed to serve as a fort, although it could not be defended against modern artillery.

The grounds, containing smaller buildings for guards and attendants, are inclosed by two outer walls with loopholes for muskets. It is now the palace of Haile Selassie Gugsa, the Emperor's son-in-law who deserted to the Italians.

In one of the usual round Christian churches is the tomb of the son of the historic King Johannes.

In Makale's main market, or bazaar, salt is sold to be distributed throughout most of Ethiopia. A monthly caravan of several thousand people and countless camels leaves Makale for the salt lakes of the Danakil Depression, where layers of

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to the world's knowledge in regard to cosmic rays, the spectrum of the sun, and in general to conditions in the upper atmosphere.

Talked with London and *China Clipper*

Throughout the flight the crew was in constant touch with the base camp at Rapid City through short wave radio communication. At intervals their conversations were broadcast over National Broadcasting Company networks, and so clear was the reception that listeners throughout the continent were able to hear the clicking of instruments as well as the voices of the flyers.

At one time Captain Stevens talked with the crew of the *China Clipper*, giant trans-Pacific seaplane near San Francisco, and later carried on a conversation with a newspaper reporter in London.

Note: Captain Stevens' own story of the flight will be published in the January, 1936, issue of the *National Geographic Magazine*. See also "Second Stratosphere Expedition," October, 1935; "Studies Planned for New Stratosphere Flight with Helium," June, 1935; "Society Announces New Flight into the Stratosphere," February, 1935; "Exploring the Stratosphere," October, 1934; "World's Largest Free Balloon to Explore Stratosphere," July, 1934; and "Your Society Sponsors an Expedition to Explore the Stratosphere," April, 1934.

See also in the GEOGRAPHIC NEWS BULLETINS: "Instruments Hung from Brackets in Newest Stratosphere Cabin," week of April 29, 1935; "Largest Gondola for Stratosphere Flight Completed," week of April 15, 1935; "Helium To Lift New Stratosphere Balloon," week of February 4, 1935; "To Repeat Stratosphere Flight from Black Hills," week of January 7, 1935; and "Stratosphere Flight Yields Valuable Data," week of October 1, 1934.

Bulletin No. 1, December 9, 1935.

Photograph by G. B. Gilbert and Pilot H. K. Baisley

SWING HIGH, SKY CHARIOT!

The first rosy light of the rising sun touches the towering bag of the *Explorer II*, world's largest free balloon, as it clears the rim of the Stratobowl, a natural pocket in the Black Hills near Rapid City, S. D. A few seconds after this photograph was taken a sudden down draft caught the ship, and 800 pounds of lead-shot ballast had to be dropped to keep the gondola from crashing into the tree tops. After the flight, the gondola was shipped to Washington, D. C., where it was placed on view before the headquarters of the National Geographic Society.

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Helium, the Aristocrat of Gases

HOISTING the National Geographic Society-Army Air Corps stratosphere balloon *Explorer II* more than 13 miles above the earth on November 11, helium vividly demonstrated that it can perform useful jobs for science as well as for war.

Soaring steadily up, in spite of the tug of gravity, this aristocratic gas was showing its preference for the upper heights, where it is much more at home than at sea level. At the earth's surface, the atmosphere contains only about one-half of one-thousandth of one per cent of helium (.0000054), but 500 miles away from the earth it is believed to consist almost exclusively of hydrogen and helium, which finally escape into the practically empty space between the stars.

No Taste, No Odor, No Color, No Danger

Colorless, tasteless, odorless helium has a temperament all its own. It has no savage tendency to be destructive, for it is non-inflammable and non-poisonous. Being a monatomic gas, its hermit nature keeps each individual particle, or atom, aloof from its fellows. Helium is so haughty, in fact, that it refuses to mix with other elements unless shocked or jolted into a combination by an electric discharge.

Ordinarily lazy and inert, helium's only exercise is to drift heavenward when released, being the lightest known gas except hydrogen, and to indulge in the lazy sport of conducting electricity, in which it can be beaten only by neon. But it makes less effort to struggle through rubberized fabric than does hydrogen, thereby winning a commercial advantage, for less of it is lost from a balloon. Helium is stubbornly opposed to change, remaining the same at low temperatures which make rubber as brittle as glass.

This latter quality aids man in separating helium from natural gas. At Soncy, about seven miles west of Amarillo, Texas, the world's largest helium production plant processes natural gas, piped 12 miles from wells in the Cliffside structure. The gas at first is scrubbed free of impurities with a bath of caustic soda, then subjected to sub-zero temperatures until all components except helium are frozen out.

Helium Hard to Freeze

As cooling steam becomes a liquid—water—so do most elements of natural gas become liquid at the low temperatures used—but not helium. Left alone in a gaseous state, helium is drawn off into tank cars and steel cylinders for shipping, or into storage at the plant. Under tremendous pressure, 186 cubic feet of helium can be squeezed into a steel cylinder containing only 1½ cubic feet of space.

Helium obtained by this process is about 98 per cent pure, although the plant's laboratory has experimentally achieved 99.96 per cent. This plant, operated by the U. S. Bureau of Mines with leased rights to gas from 50,000 acres of land, can produce over 24 million cubic feet of helium a year. One year the cost of production was estimated at less than a cent—7 mills—per cubic foot of helium, and during one busy month the cost dropped to 4 mills. In 1915, when the world output was 100 cubic feet, the price was nearer $2,400 per cubic foot.

Helium escaped general notice until the destruction of World War airships by fiery bullets started the search for non-inflammable gas to substitute for hydrogen, which explodes easily, even in contact with air. Italy tried to extract helium from volcanic gas issuing from fumaroles around Mt. Vesuvius and Naples. England pioneered in helium production from natural gas, with plants in Canada, extracting some 60,000 cubic feet, varying in purity from 60 to 90 per cent. Small quantities of helium in natural gas were found in Australia, New Zealand, Japan, Germany, and the Balkans.

Sometimes Called "Wind Gas"

The United States alone has helium-bearing natural gas in amounts sufficient for commercial production. Ohio, Colorado, Utah, northern Oklahoma, and especially Kansas and Texas have gas wells producing as high as 7 or 8 per cent helium. The "sands" of the Cliffside structure in Texas, now being worked by the government plant, have only 2 per cent helium, but have been chosen because they are easy to work, have a steady volume, and a market for residue gas.

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dried salt and sand, broken into blocks weighing about 3½ pounds each, are offered for sale. Loading these on camels, Makale's citizens return home for spirited bargaining to sell their salt at a considerable profit. Transportation and "profiteering" boost prices so much that a salt block costing less than a cent in the Danakil country is sold for about seven cents in Makale, and a hundred miles or so farther south it may bring a whole dollar.

Region Has Souvenirs of Ages Spent Under Sea

Fossil remains, shells, and coral have been found abundantly in the limestone rocks around Makale, showing that at some ancient time the site of the town was beneath the sea and since then has been raised high above it. When this was pointed out to an Ethiopian nobleman, he expressed no surprise, having always assumed that a "mountain could grow like a tree."

Travelers' reports refer to Makale as "the city of beautiful women," the superior beauty being ascribed to intermarriage between Greeks and Ethiopians many centuries ago.

Note: Students preparing projects or units of work about Ethiopia should consult the following: "Open-Air Law Courts in Ethiopia," *National Geographic Magazine*, November, 1935; "Traveling in the Highlands of Ethiopia," September, 1935; "Life's Tenor in Ethiopia," June, 1935; "Modern Ethiopia" and "Coronation Days in Addis Ababa," June, 1931; "Nature and Man in Ethiopia," August, 1928; and "A Caravan Journey Through Abyssinia (Ethiopia)," June, 1925.

See also in the GEOGRAPHIC NEWS BULLETINS: "Aksum Has Been Holy City of Ethiopia for Many Centuries," week of December 2, 1935; "Is it Ethiopia or Abyssinia?" and "Addis Ababa, Modern Capital of an Ancient Empire," week of October 7, 1935; "Wanted—An Ethiopian-Italian Somaliland Boundary Line," week of March 18, 1935; and "Ogaden, Where Ethiopia's "Stork Men' Lurk," week of November 11, 1935.

Bulletin No. 2, December 9, 1935.

© *Alex Stöcker*

"PASSING THE SALT" IS HIS BUSINESS

This Ethiopian salt seller measures out small purchases in cups. "Wholesale" merchants sell slabs of rock salt, which are accepted as money. So the Ethiopian first gets his money's worth of salt, then bargains for his salt's worth of other merchandise.

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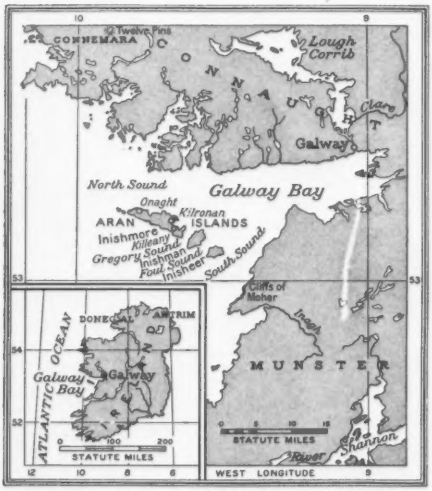
Aran Islands Fight the Sea



Drawn by A. H. Bumstead

ARAN ISLANDS, IRISH OUTPOSTS

WHEN an overturned boat spilled nineteen people to their death in the fierce surf that forever churns against the black cliffs of Inishmore, the victims were mourned throughout more lands than they had ever seen.

The Aran Islands lost about 1 per cent of their population, and many Americans of Irish descent lost relatives and friends. But the Arans' loss is also Ireland's loss, for the Aran Islands alone preserve much of Ireland's cherished heritage of folk traditions and her native tongue, Gaelic.

In a similar tragedy years ago, in which only three men were drowned, was lost the secret of making the tiny, primitive, barrellike boats of wood, which no one else in that locality could make. Thus the sea off the Aran Islands has been destroying not just whole families at a time, but a native culture.

The three small Aran Islands crouch like watch dogs across Galway Bay on Ireland's western coast, buffeted by Atlantic storms and shrieking gales (see map above).

A Day's Work Demands Daring, Skill, and Strength

Inishmore, the largest, is not nine miles long, and the other two add barely enough territory to make 18 square miles in all. Although Inishmore's vertical black sides rise to a height of 354 feet, great waves fling spray over them and sometimes hide the island in a wreath of mist. Inishman, the nearly circular one in the middle, which is said to be the most primitive, and Inisheer have a similar structure on a smaller scale. The population of all three is dwindling because of emigration.

Formerly the barony of Gore, for a long time they had almost no government at all. Then County Galway began to send over constables for rent and taxes. But collections hardly justify the trip—a 27-mile voyage from Galway that may take all day, or maybe two or three. Even the four-mile hop, directly from the mainland, is frequently too hazardous for human strength and courage. Also Aran Islanders often resent the presence of police as a reflection on their honesty.

Fishing for Herring and Mackerel

Isolated on their three black specks of rocks, nearly engulfed by the Atlantic, their life is primitive in many ways. From dawn until long after sundown on rain-lashed days, fishermen tug at slim, bladeless oars to guide their boats among submerged jagged rocks for fish, mainly herring and mackerel. Part of their catch supplies fresh food for their families; part is hung from the rafters to be

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Presence of helium in natural gas was noticed in 1907 after analysis of samples from Dexter, Kansas, submitted by disappointed owners who wondered why their gas wouldn't burn. Since then, thousands of wells of "wind gas" have been found. The Government holds rights to gas, a little over 1 per cent helium, from a natural dome near Woodside, Utah, as a reserve for military use in a national emergency.

Classed as a "rare" gas, helium is rare in quantity but not in occurrence, for it can be found nearly everywhere, in very small amounts, in the older rocks of the earth's crust, in gas from mineral springs, in sea and river water, and especially in natural gas.

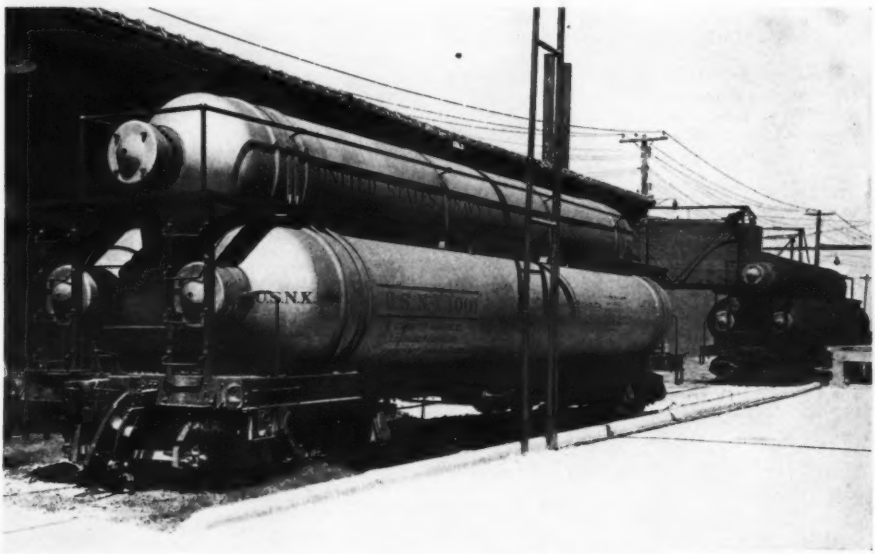
Named After the Sun

Thus surrounded by helium, man nevertheless discovered it on the sun, over 93 million miles away. Observing the atmosphere of the sun with a spectroscope, scientists in India and in England saw the yellow lines now associated with helium and reported it, within a few hours of each other, in 1868. Lockyer, in England, named it helium, from the Greek "helios" for sun. For 27 years longer none knew of its presence on earth until Sir William Ramsay, experimenting with the rare metal cleveite, and also a specimen of meteoric iron, found that they contained a tiny trace of helium. The same year the spectroscope revealed its presence in the earth's atmosphere. Finally it was distilled from air, and classified with the other inert gases, neon, argon, niton, krypton, and zenon.

Its power to conduct electricity gives helium potential uses which so far have not been exploited. Its main commercial use now is in aeronautics, with possibilities of development in food preservation, fireproofing, refrigeration, and cooling electric motors. It might also be employed in air conditioning for people who must work under great pressure, as in deep-sea diving, caisson work, and tunneling. Scientists find helium helpful in studies with the spectroscope and with low temperatures. In an atmosphere of helium, hot metals can be worked without the corrosion they suffer under normal conditions.

Note: Additional data about helium is found in the following: "Studies Planned for New Stratosphere Flight with Helium," *National Geographic Magazine*, June, 1935; "So Big Texas," June, 1928; "Seeing America from the *Shenandoah*," January, 1925; "Man's Amazing Progress in Conquering the Air," July, 1924; and "Helium, the New Balloon Gas," May, 1919.

Bulletin No. 3, December 9, 1935.



Photograph courtesy U. S. Bureau of Mines

TAKING HELIUM FOR A RIDE

Special tank cars, such as those shown above, are generally employed to transport the gas used in the lighter-than-air ships of the U. S. Army and the Navy. But in the recent stratosphere flight, helium was shipped in smaller steel cylinders because the Stratobowl, in the Black Hills, where the *Explorer II* was inflated, was some 15 miles from the nearest railroad. Recent demand for helium resulted in the reopening of the Dexter helium plant at Field, Texas. The other plants are located at Amarillo, Texas, and Thatcher, Colorado.

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Corinth, City of Resurrections

REPORTS of recent excavations show that progress is being made in bringing ancient Corinth back to life. A "flood control" device has just been unearthed, revealing a basin to catch rain water from the slopes of the fortified hilltop, Acrocorinth, and a conduit to carry it off.

Since 1896, when excavations on the site of ancient Corinth were begun, foundations have been uncovered which give a fair idea of the Greek city's splendor several centuries B. C. Protected by the fortress of Acrocorinth, spacious homes and shops covered the plain around the Agora, or market place.

Four small temples were unearthed this year, adding to the numerous sacred buildings already found, which included a Temple of Apollo, 2,600 years old.

Splendor Grew from Commercial Prosperity

Such beauty could well be bought by ancient Corinth, for it was one of the wealthiest cities of its time. The growth of a great trading center at Corinth, with its matchless geographical position, was inevitable.

The site of old Corinth commanded the approach by land from the Grecian mainland to the Peloponnesus. And by parting the town in two, with one section facing west on the Gulf of Corinth, and the other facing east on the Gulf of Aegina, the city merchants were in a position to trade with Egypt, Syria and Asia Minor on one side; and with the Italian, Sicilian, and African colonies on the other. The resulting commerce and wealth made old Corinth the metropolis of European Greece, and as great a city as Baltimore or St. Louis is today. It was a sort of convention or congress center for the Grecian world.

One of Corinth's art contributions is indicated by the name of the Corinthian column, the most ornamental of the classic pillars. Callimachus of Corinth, its designer, is said to have fashioned his graceful volutes from leaves of the thistles that grow wild in the hills near the city. Corinth was also noted for its pottery and is even credited with having seen the birth of painting and tile-making.

Home of Pegasus, the Winged Horse

Lovers of Grecian mythology find a keen interest in Corinth as the literal "stamping ground" of Pegasus, the wonderful winged horse. The ever-flowing Spring of Peirene on Acrocorinth, which furnished the city's water supply, is said to have gushed forth when this marvelous steed struck its rocky bed with his hoof.

The city's commercial prosperity, which began many centuries before Christ, continued after the rise of Rome, but in 146 B. C., its leaders unwisely led a rebellion against Roman rule, and in punishment the city was demolished. The site lay unused for a century, then Julius Caesar, recognizing its commercial importance, planted a colony there, and soon a thriving center again sprang up. This rebirth produced another fine city, of which beautiful specimens have been found. One house contains a fountain basin twelve feet long, carved of yellow, red, and green marble.

After Roman times Corinth passed through Byzantine, Turkish, and Venetian hands in turn, and, after another period of Turkish control, became a part of independent Greece.

During all this time the city existed on its ancient site, several miles inland. It had suffered frequently from earthquakes. In 1858 a severe quake practically leveled the city. The site was deserted, and New Corinth was built three and a

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cured by smoke from the hearth; and the rest goes to a new curing station at Killeany, on Inishmore. They must fight the breakers, too, when they carry squirming cargoes of pigs or ponies to be sold at mainland fairs.

A storm—if they all live through it—is not entirely bad fortune for Aran Islanders, because it tears loose and flings upon the rocks great tangled masses of kelp, the seaweed and sea rod which they collect and sell for the extraction of iodine (see illustration below).

Kelp also fertilizes their gardens, which they "manufacture" of sand, mixed with clay scratched from rock crevices, and spread over cracked limestones in small patches protected by stone walls. After a few years of back-breaking spading, their homemade land produces crops of potatoes, which is their chief food. Aran Islanders raise some rye, too, using the hand-threshed straw to thatch their roofs, which they protect with "hairnets" of twisted straw rope.

One sees red petticoats everywhere, on both girls and matrons, sometimes worn over their heads with waistbands fastened around their faces. Even little boys wear them, fooling the fairy folk into thinking them girls, over whom fairies have scant power. Shoes are "pampooties," or moccasins made of raw cowhide.

Inishmore, with a score of old churches and monasteries in varying degrees of ruin, is called also Aran-na-naomh, or Aran of the Saints. Dun Aengus, an old stone fort topping Inishmore's cliff, has been called, by some travelers, the most impressive primitive structure in Europe.

Note: For additional data and photographs about the Arans see "The Timeless Arans," *National Geographic Magazine,* June, 1931.

See also "The Mist and Sunshine of Ulster," *National Geographic Magazine,* November, 1935; also "Ireland: The Rock Whence I Was Hewn," March, 1927.

Bulletin No. 4, December 9, 1935.

Photograph by A. W. Cutler

IODINE ON THE WAY FROM SEAWEED TO BOTTLE

Aran Islanders gather seaweed by hand, and carry it on their backs in huge baskets to be spread out for several months' drying. Then by burning it they reduce it to ash, which they cut into blocks and allow to harden. When the sea is not stormy, they carry boatloads of kelp-blocks to the mainland and sell them for the extraction of iodine. Sometimes, cutting seaweed in rocky coves, men wade into the sea until the water reaches their faces.

half miles away on the Gulf of Corinth at the narrowest point of the isthmus, across which, between 1881 and 1893, a canal was dug at a cost of $12,000,000. Almost destroyed by another earthquake in 1928, the city is still rebuilding.

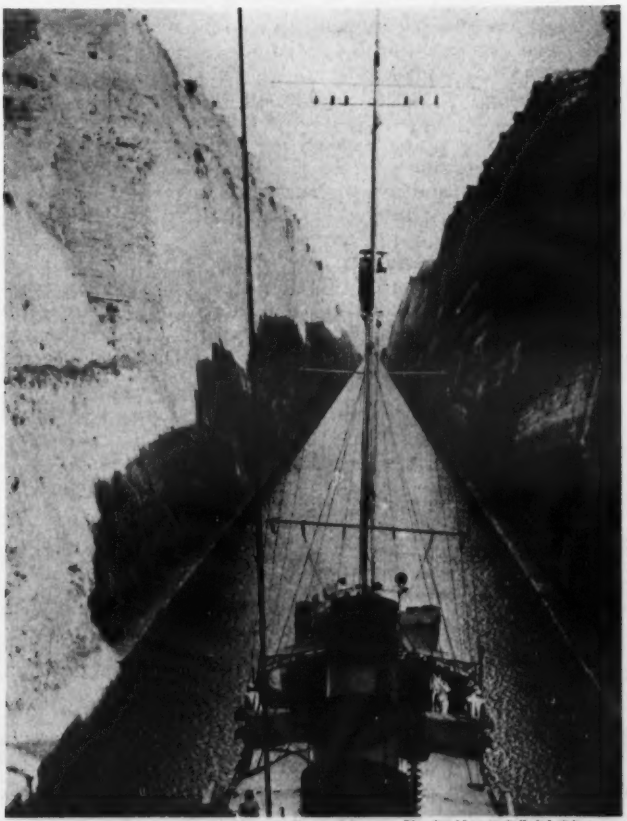
New Corinth has a population not over 10,000 and its one-time world fame as a world market has dwindled to little more than a local trading center. In the fertile near-by plains thousands of tons of little seedless sweet grapes are grown annually. When dried, they become the Grecian "currents" of commerce, a name derived from "Corinth."

On the site of ancient Corinth, in addition to excavations, one finds a little village, and a museum that is a tomb of ancient glories.

Note: Greece, which occupies an important place in current news reports, is further described in the following: "New Greece, the Centenarian, Forges Ahead," *National Geographic Magazine*, December, 1930; "Seeing 3,000 Years of History in Four Hours," December, 1928; "History's Greatest Trek," November, 1925; "The Glory That Was Greece," December, 1922; "The New Map of Europe" and "The Whirlpool of the Balkans," February, 1921.

See also in the GEOGRAPHIC NEWS BULLETINS: "Greece Dusts Off Her Throne," week of November 4, 1935; "Navarino Is Famous in Grecian History," week of October 21, 1935; "Crete, Focus of Greek Revolt," week of March 25, 1935; "The Acropolis, World's Most Famous Hill, in Danger," week of December 3, 1934; and "Delphi Plans Revival of Greek Art," week of November 12, 1934.

Bulletin No. 5, December 9, 1935.



U. S. Navy Official Photo.

THE CORINTH SHIP CANAL IS A SHORT CUT TO ATHENS

This straight and narrow channel, only four miles long and not wide enough for two ships to pass, saves many miles on the journey from the Ionian to the Aegean Seas.

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